

2006 STP/CMAQ Regional Competition Application

This application is available on the PSRC Web site at <http://www.psrc.org/projects/tip/index.htm>.

Puget Sound Regional Council

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2006 STP/CMAQ Regional Competition is awarded to projects of regional priority, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting regional funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another regional priority project.

CMS requirements: Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to TIPRPEC@psrc.org. Please name the file "(Agency): (Project title)". If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's Web site. Mailed materials should be sent to: Larry Burris, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Larry Burris. For questions or to confirm receipt of your application, contact Larry Burris at 206-464-5301 or lbarris@psrc.org. All applications must be submitted by **May 1, 2006**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-464-7892 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION

1	Project title: Aurora Avenue N (SR-99), N 165 th Street to N 205 th Street For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	Destination 2030 ID#: 3569 In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i> , the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i> , refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm . For assistance or questions regarding these issues, contact Kaori Fujisawa at 206-587-5063 or kfujisawa@psrc.org .

3	<p>a. Sponsoring agency: City of Shoreline</p> <p>b. Co-sponsor(s) if applicable:</p> <p>Important: For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor?</p>
4	<p>Project contact person: Kirk McKinley</p> <p>Address: 17544 Midvale Avenue N, Shoreline, WA 98133</p> <p>Phone: (206) 546-3901</p> <p>Fax: 206) 546-2726</p> <p>E-Mail: kmckinle@ci.shoreline.wa.us</p>
5	<p>Project description. Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.</p> <p>The second section of Shoreline's Aurora Avenue N (SR-99) project begins at N 165th Street and extends to N 205th Street. The project scope of work includes adding business access and transit (BAT) lanes, curbs, gutters, landscaping/street furnishings, sidewalks on both sides; and adding a center median safety zone with left turn and U-turn pockets. The project also includes installing traffic signals at N 182nd Street and at N 195th Street, interconnecting traffic signals which, pedestrian crossings, improving transit stops with new shelters and new street lighting, and improving existing storm water drainage system including water quality. Improvements at major intersections to improve east-west traffic flow will also be included in the project. The arterial has been defined by the Washington State Department of Transportation as a high accident corridor. Aurora Avenue N has no continuous pedestrian or bicycle facilities and driveway access is largely undefined. This creates a dangerous situation for pedestrians and transit users. The corridor carries approximately 42,000 vehicles per day and is a major transit and commerce route. The reconstruction will greatly improve the safety of all those traveling though the corridor.</p>
6	<p>Project location: Shoreline</p> <p>a. County(ies) in which project is located: King County</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Aurora Avenue N (SR-99) and N 165th Street</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Aurora Avenue N (SR-99) and N 205th Street</p>
7	<p>Map: 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-587-5118 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects.

**Rural Functional Classifications
"Under 5,000 population"**

(Outside federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **01** Principal Arterial - Interstate
- ☐ **02** Principal Arterial
- ☐ **06** Minor Arterial
- ☐ **07** Major Collector
- ☐ **08** Minor Collector
- ☐ **09** Local Access
- ☐ **21** Proposed Principal Arterial – Interstate
- ☐ **22** Proposed Principal Arterial
- ☐ **26** Proposed Minor Arterial
- ☐ **27** Proposed Major Collector
- ☐ **28** Proposed Minor Collector
- ☐ **29** Proposed Local Access

**Urban Functional Classifications
"Over 5,000 population"**

(Inside federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **11** Principal Arterial – Interstate
- ☐ **12** Principal Arterial – Expressway
- ☒ **14** Principal Arterial
- ☐ **16** Minor Arterial
- ☐ **17** Collector
- ☐ **19** Local Access
- ☐ **31** Proposed Principal Arterial – Interstate
- ☐ **32** Proposed Principal Arterial – Expressway
- ☐ **34** Proposed Principal Arterial
- ☐ **36** Proposed Minor Arterial
- ☐ **37** Proposed Collector
- ☐ **39** Proposed Local Access

PLAN CONSISTENCY INFORMATION

Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with *VISION 2020* and *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or rpiro@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org.

9 Consistency with adopted *VISION 2020* and *Destination 2030* (Metropolitan Transportation Plan)

Note: The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at www.psrc.org/projects/planreview/ppr_status.htm. To obtain copies of the adopted *VISION 2020* or *Destination 2030* documents, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org.

a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 09/09/99

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

- ☐ The project is located outside the designated urban growth area.
(Refer to <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)
- ☒ The project is located within the designated urban growth area.
- ☐ The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to <http://www.psrc.org/projects/monitoring/rgc.htm> for more information.)

c. Is the project specifically identified in a local comprehensive plan?

☒ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

There are three City of Shoreline documents that address the Aurora Corridor Project:

1. City of Shoreline Comprehensive Plan, Transportation, Goal T II, page 55.
2. City of Shoreline Transportation Master Plan, pages 60-61.
3. City of Shoreline Adopted 2006-2011 Capital Improvement Plan, Roads Capital, Pages 130-131.

☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (50 Points)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- ☐ Designated Urban Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- ☐ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- ☒ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at <http://www.psrc.org/projects/tip/index.htm>. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org. Information on the 2005 adopted Regional Economic Strategy and the five targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Jeff Raker at 206-464-6179 or jraker@psrc.org.

A. Designated Urban Centers (50 Points)

Instructions: Complete this section if you selected "Designated Urban Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

11. Please explain how your project addresses the following:

- How will the project help the Urban Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Urban Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Urban Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups

identified in the presidential Executive Orders for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment)?

- Will the project provide access to a major destination or significantly improve circulation within the Urban Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

B. Manufacturing/Industrial Centers (50 Points)

Instructions: Complete this section if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

12. Please explain how your project addresses the following:

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more "seamless" system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?
- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice² and/or areas experiencing high levels of unemployment or chronic underemployment).?
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

C. Connecting Corridors (50 Points)

Instructions: Complete this section if you selected "Connecting Corridors" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12.

13. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice³ and/or areas experiencing high levels of unemployment or chronic underemployment).
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.
- Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations." For more information, refer to the PSRC's 2003 Environmental Justice Demographic Profile available on the PSRC website at <http://www.psrc.org/datapubs/ej/index.htm>, or contact the PSRC Information Center at 206-464-7532 or infoctr@psrc.org.

² see footnote above

³ see footnote above

- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.
- Describe how this project improves safety and/or reduces modal conflict.

This project involves a major reconstruction of Aurora Avenue N from N 165th Street to N 205th Street in Shoreline. The project scope of work includes adding business access and transit (BAT) lanes, curbs, gutters, landscaping/ street furnishings, sidewalks on both sides, and will add a center median safety zone with left turn and U-turn pockets. The project will synchronize traffic signals, improve transit stops with new shelters and new street lighting, place overhead utility lines underground, and improve the existing stormwater drainage system including water quality.

Aurora Avenue N (SR-99) in Shoreline is a highway of regional significance. The first mile from N 145th Street to N 165th Street is fully funded, currently under construction, and scheduled to be complete by the end of 2006. The environmental process for the second (and final) two miles from N 165th Street to N 205th Street is currently underway. Aurora Avenue N connects the Destination 2020 identified urban centers of Lynnwood and Seattle. It acts as a major arterial in its own right, as well as being the alternative to I-5 traffic, through King and Snohomish Counties when congestion and accidents occur. Shoreline's section of Aurora carries approximately 42,000 vehicles per day and is a major transit and commerce route. Approximately 4,000 people board and de-board King County Metro buses within the Shoreline Aurora Corridor. Growth in the region is increasing, especially in Snohomish County, so we only expect these numbers to go increase.

Currently, Aurora Avenue N in Shoreline is heavily auto-oriented, with few pedestrian or bicycle facilities. Driveway access along the corridor is largely undefined. The sidewalks that do exist are discontinuous and substandard. The only areas where sidewalk facilities meet City standards are along developments that have occurred since the City's incorporation in 1995. The entire length of Aurora Avenue N in Shoreline currently has roughly 75 access points (driveways). Once construction is complete, this number will be significantly reduced.

Aurora Avenue N also has one of the highest accident rates of any highway in the state, averaging one fatality per year. Based on Washington State Department of Transportation accident data, in the four-year period ending 11/30/2005, there were 597 total reported collisions on this stretch of Aurora Avenue N. There were 24 pedestrians involved in these accidents. Rear-end collisions comprised 54% of the accidents, with driveway related accidents and angle related accidents comprising 11% and 10%, respectively. The project design is expected to greatly reduce these types of accidents. It is estimated that the societal costs of these accidents during that four year period in lost wages, damages, medical care and other costs is over \$29 million.

Our potential plan for access management will reduce congestion and improve safety by restricting and focusing left turning movements along the corridor, converting the two-way left turn lane to a focused left and U-turn lane with raised median sections, and driveway width and spacing controls. The addition of a BAT lane will provide right turning vehicles access to driveways and will greatly reduce driveway blockages due to vehicle queues. These features will reduce "traffic turbulence" and accidents, which will enhance the functional capacity of the roadway. This increase in functional capacity is a direct benefit to the Urban Centers it connects.

Based on the traffic data above, Aurora Avenue N has been identified by the Washington State Department of Transportation as a high accident corridor, with both high accident locations (HAL) and pedestrian accident locations (PAL). The construction of the raised median with focused left and U-turn pockets, new signals, sidewalks and access control on the street edges will greatly enhance safety, as none of these exist today. The raised median will eliminate the current uncontrolled movements in the center left turn lane. It will also provide left turn pockets at locations that will enhance safety. The median also provides an unofficial refuge for pedestrians that may continue to cross the street at uncontrolled intersections. The new signals will provide controlled locations for left and U-turn movements, give pedestrians (especially those with mobility challenges) safe crossing locations, and since the bus stops are located at signalized intersections, will provide bus patron crossings at safe locations. The signals will include audible elements for the sight impaired, and sounddown pedestrian leads. This, along with increased safety for transit users, supports the Orders on Environmental Justice.

Bus transit facilities along the corridor are an outgrowth of historic and geographic circumstances. Transit zones (bus stops) lack safe access, especially for disabled persons. The absence of safe, continuous pedestrian facilities dissuades many potential transit patrons from using the bus system. There are two major regional "Park and Ride" facilities along Aurora Avenue N at N 192nd and N 200th streets. The N 200th Street Park and Ride serves both Metro King County and Community Transit services. Additionally, Sound Transit Regional Express Service is currently studying the potential of expanding its service to the N 200th Street site. The project also includes construction of bus zones that are large enough to meet ADA requirements for wheelchair boarding. The installation of curbs will focus driveway movements to specific locations, whereas currently driveways are undefined because of the lack of curbs and sidewalks.

Improving safety for motorists, pedestrians and transit users is one of the driving forces behind the project. Other goals are improving traffic flow, improving transit efficiency and reliability with transit lanes, enhancing economic development potential, enhancing the livability of adjacent neighborhoods and supporting the goals and vision for this corridor that the community expressed prior to incorporation in 1995. In reaching these goals, we will provide urban facilities and landscaping for an aesthetically pleasant environment that will lead people efficiently to, and through, the community.

Aurora Avenue N is also a significant place for commerce. Construction on the first mile and planning for the remaining two miles has stimulated redevelopment projects, created jobs and provided more shopping and service choices for residents and the region. The investment by the City to improve safety and property frontage along Aurora is "priming the pump" for private sector investment, upgrades, redevelopment and protecting and expanding existing businesses. Within the City of Shoreline, the Aurora Avenue N corridor provides 88% of taxable retail and 5,500 jobs (with another 3,300 expected by 2015).

Changing the current five lane configuration, with inadequate sidewalks, curbs and gutters to one with additional lanes, curbs, gutters, sidewalks, medians, and other features will provide the public infrastructure investment that has stimulated private reinvestment in other similar projects. The city, state, and federal investment in the infrastructure is a key indicator to the business community that this corridor is an attractive investment, and one that the citizens want to see improved both in services, housing and retail investment. BAT lanes will improve access and reduce congestion by providing a lane for right turns into and out of businesses along Aurora. The improvements made on the second section of Aurora (N 165th to N 205th) will complete the corridor through Shoreline and into the City of Lynnwood's improved SR-99, completing a missing link. The City of Seattle also has its Aurora Avenue N project included as part of its current CIP and Comprehensive plans.

Further adding to the investment of the corridor will be the construction of Shoreline's Interurban Trail, which parallels Aurora Avenue N. This \$11 million project is developing a bicycle and pedestrian trail that will connect to Seattle and Snohomish County's Interurban Trail. While the reconstruction of Aurora Avenue N will vastly improve both the safety of drivers and pedestrians along Aurora, the Interurban Trail will provide an alternative mode of travel for pedestrians. In fact, the Interurban Trail will be the designated route of travel for bicyclists traveling north and south through Shoreline. Multiple funding partners are involved in the Trail project, including federal, state, and business. Construction on the entire 3-mile stretch of the Interurban Trail through Shoreline will be complete in 2006

Now that the environmental process for the second two mile section has begun, a committee of business owners has been established to advise staff during the public outreach and pre-environmental process. This early work includes initial research on elements that will be analyzed in the environmental process such as traffic, stormwater and right-of-way impacts as well as reviewing alignment options and locations of driveways and turn pockets. The committee's goal is to find out from the community what the concerns and issues are and how they can be addressed through the environmental review process. We estimate completion of the environmental process in 2007, with construction underway in late 2008/early 2009.

In terms of the project's impact to those groups identified in the President's Orders on Environmental Justice, we do not expect any adverse affects or impacts. Any affects would be positive, in terms of increased mobility through the corridor to the Urban Centers and access to transit. The elderly and disabled will have greater safe access to transit as well.

PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness (question 14) and financial plan (question 15) sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.

- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

14. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #14.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 14A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 14B, including the estimated schedule for completion.

14A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed. a. Final FHWA or FTA approval of environmental documents including:

Not yet completed. - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed. - Section 106 Concurrence.

Not yet completed. - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not yet completed. b. True Cost Estimate for Right of Way.

Not yet completed. c. Right of Way Plans (stamped).

Not yet completed. d. Relocation Plan (if applicable).

Not yet completed. e. Right of way certification.

Not yet completed. f. Certification Audit by WSDOT R/W Analyst.

Not yet completed. g. Relocation Certification, if applicable.

Not yet completed. - Certification Audit by WSDOT of Relocation Process, if applicable.

Not yet completed. h. Engineer's Estimate.

Not yet completed. i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

14B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

Here is our estimated schedule of the items in 14A above.

Qtr. 3 of 2007 Final FHWA or FTA approval of environmental documents including:

Qtr. 3 of 2007 - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Qtr. 3 of 2007. - Section 106 Concurrence.

Qtr. 3 of 2007. - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Qtr. 2 of 2007 b. True Cost Estimate for Right of Way.

Qtr. 3 of 2007 c. Right of Way Plans (stamped).

Qtr. 3 of 2007 d. Relocation Plan (if applicable).

- Qtr. 4 or 2008 e. Right of way certification.
Qtr. 4 or 2008 f. Certification Audit by WSDOT R/W Analyst.
Qtr. 4 or 2008 g. Relocation Certification, if applicable.
Qtr. 4 or 2008 - Certification Audit by WSDOT of Relocation Process, if applicable.
Qtr. 4 or 2008 h. Engineer's Estimate.
Qtr. 4 of 2008. i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.
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15. Financial plan: Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
ROW	06/01/07	STP	\$3,600,000
Construction	06/01/08	STP	\$3,000,000
			\$
Totals:			\$6,600,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
All	01/01/2006	City Roads Capital Fund	\$10,061,993
Predesign	Obligated	STP-C	\$4,815,461
Predesign	06/30/06	STP-U*	\$140,400
Predesign/Environ.	9/31/06	FTA	\$1,475,518
ROW	9/31/06	9.5 Cent Funding	\$3,000,000
ROW	04/30/07	STP-U*	\$384,961
ROW	Obligated	STP-C	\$337,754
ROW	Obligated	Federal Demo Grant	\$3,685,619
Construction	12/31/07	King County	\$500,000
Construction	Obligated	Nickel Gas Tax	\$2,100,000
Construction	9/31/06	9.5 Cent Funding	\$7,000,000
Construction	12/31/07	Safetee-Lu	\$855,472
Construction	12/31/07	Safetee-Lu	\$1,368,755
TOTAL:			\$35,725,933

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
ROW	01/01/07		\$3,680,666
Construction	07/01/08		\$22,944,158
			\$
			\$
			\$
TOTAL:			\$26,124,824

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$2,105,757	Planning:	09/30/07
Preliminary Engineering/Design:	\$2,802,000	Preliminary Engineering/Design:	12/31/08
Right of Way:	\$14,189,000	Right of Way:	2/31/08
Construction:	\$49,354,000	Construction:	03/31/09
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$68,450,757	Estimated date of completion (i.e. open for use)	01/01/12

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

ROW for N 165th Street to N 185th Street will be fully completed if we receive these funds.

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

Note in Table B. Secured Funding. Those funding "Sources" noted with an asterisk are in the process of being transferred from the first section of Aurora that is currently under construction. We anticipate approval from WSDOT by the end of April 2006.

E. Air Quality (20 Points STP, 40 Points CMAQ)

16. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways; depending on the type of project, please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, how much fuel is consumed annually, where they are used and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds; describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park and ride lots, new or expanded transit service, transit amenities, etc.): what is the current transit ridership in the project area; what are the current transit routes serving the project area; if a park-and-ride lot, how many stalls are being added; describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options; what is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: what is the length of the facility; what are the connections to other nonmotorized facilities and to the larger nonmotorized system; describe the expected travel shed (i.e., land use, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.); is there a significant amount of truck traffic (i.e. freight movement) on the facility? does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: describe the change in fuel or vehicle technology; how many vehicles are affected; what are the current conditions?
- Other: describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. no idling signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

The Aurora Avenue N project includes several elements that will improve the capacity and mobility of the corridor. The signals will be synchronized to enhance through traffic flow. The addition of BAT lanes in each direction will remove turning movement friction from the through traffic lanes. The intersections will have added turning lanes and lengthened storage so that turning queues will not spillover into through lanes. This will significantly reduce idling time. The project will also include enhanced traffic monitoring with cameras, and in-pavement data equipment. The N 145th Street to N 165th Street project will reduce overall delay from 87.3 seconds to 53 seconds and reduce LOS F at four intersections to one. We estimate that we will see similar reductions on the second section. The BAT lanes will greatly improve transit speed and reliability, and will give transit a competitive advantage in the corridor. Additionally, with the addition of sidewalks, the 4,000 daily transit users in the corridor users will feel safer. The project will also add bus shelters and other amenities, where currently they are limited or non-existent. All of these items will improve transit reliability and performance and potentially increase ridership.

The Environmental Assessment (EA) and Draft Environmental Impact Statement (DEIS) for the first section of Aurora Avenue N from N 145th Street to N 165th Street indicated some possible emissions reductions that would take place once the project is completed. The report indicated that the project would provide additional capacity in the corridor, thereby reducing the delay experienced by vehicles traveling in the corridor. Less delay would mean higher travel speeds and less idling time at intersections, conditions typically conducive to a reduction in pollutant emissions from vehicle exhaust. Addition of the BAT lanes is anticipated to have a positive affect on air quality for several reasons. Improved transit speed, resulting from travel in a less congested lane, would likely encourage more riders to switch from single-occupant vehicles. Also, buses should experience less delay associated with reentry into the transit lane, resulting in a decrease in emissions from buses idling at bus stops.

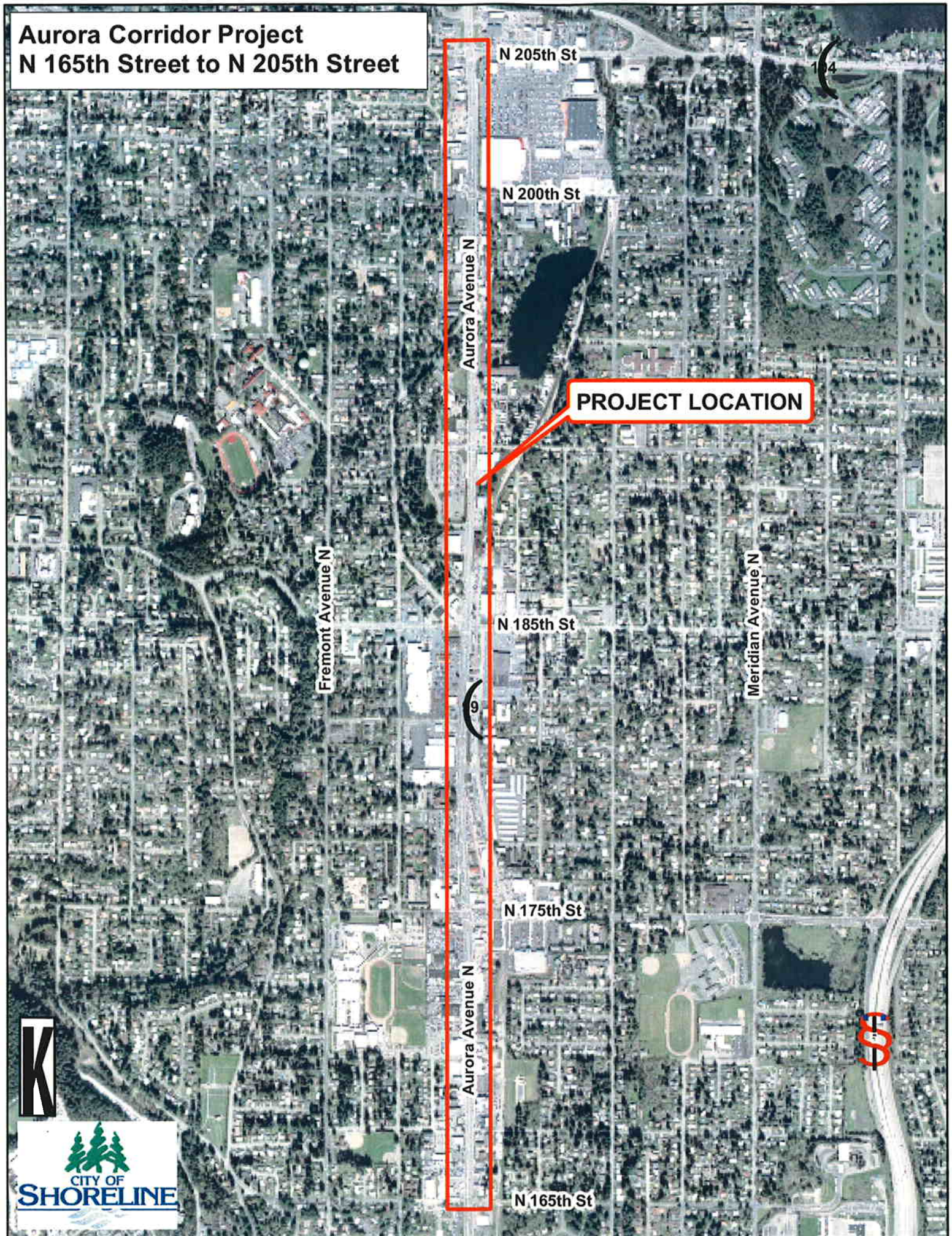
Cumulative impacts associated with the planned improvements were also analyzed in the EA and DEIS. At that time, four intersections on Aurora Avenue N were chosen for analysis because they are projected to have the worst LOS in 2020. Those intersections were N 145th, N 155th, N 175th and N 205th. They were also four of the five highest with respect to projected ADT. The results of the carbon monoxide (CO) concentrations analysis at specific intersections show that the cumulative impacts of the Aurora Avenue N projects would not create a new CO violation of the National Ambient Air Quality Standards (NAAQS), nor would it worsen an existing violation. The report confirmed that with a substantial impact as the inability of the project to demonstrate conformity with the Clean Air Act (CAA) and the Washington State Implementation Plan (SIP), no substantial air quality impacts would be anticipated as a result of these projects.

F. Other Considerations (No Points)

- 17. Please describe any additional aspects of your project** not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.

While we applied for STP funding, we would accept CMAQ funding.

**Aurora Corridor Project
N 165th Street to N 205th Street**





Present



After Proposed Changes